



PAKISTAN AIRLINE PILOTS' ASSOCIATION

AFFILIATED WITH :
INTERNATIONAL FEDERATION OF AIR LINE PILOTS' ASSOCIATIONS &
INTERNATIONAL TRANSPORT WORKERS FEDERATION.

INFO

Dear Members,

اسلام وعلیکم

April 26, 2011.

Some rogue elements are trying to spread rumours to create unrest in our membership and jeopardize our unity. A few points are mentioned below for your clarification and a detailed COCKPIT will follow. This will be a regular process from now onwards to avoid any miscommunication.

1. PESHAWAR SLIP:-

Reference the INFO dated 24th March 2011 and SMS sent on 22.04.2011.

We are fully cognizant of the concerns of our community regarding Peshawar Slip because of the prevailing law and order situation.

The situation in Peshawar is no different than all the other major cities of Pakistan. However, in view of the precarious situation of Peshawar, Capt. Suhail Baluch, Capt. T. M. Rabbani, F/O Zahid Brolla and other have visited PEW PC hotel and took stock of the security arrangements.

In the past, whoever refused the decision of the management including that of Peshawar Slip was penalized and had to face vindictiveness. However, **it has been made clear to the management that any member not willing for Peshawar Slip will not be forced to abide by it.**

2. LR OPERATIONS WITH AIRCRAFT NOT EQUIPPED WITH CREW

BUNKS:- The previous management in spite of being refused in writing, scheduled LR operations with aircraft not equipped with crew bunks. The basic reason was the malafied intent of the previous management and their dictatorial attitude. The Association is of the opinion that such an operation if made a practice can be unsafe. The present management requested that an LR aircraft is going for a certain check to hangar and for that they requested few flights from JFK to Pakistan to be operated with aircraft without bunk; in such aircraft, the crew will be provided a designated rest area, the Association has agreed to do so on one time basis without asking any financial gains in the larger interest of the Airline.

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3. WAIVERS: - Reference CPPS letter dated 1st April 2011, regarding 31 waivers being utilized by the management during summer schedule 2011 as discussed by the UCM.

PALPA-PIAC Working Agreement 2009-2011, clauses 3.22, 3.22.1, 3.22.2 provides for 25 waivers, which were traded with 70 hrs guaranteed and the Association was unable to withdraw 25 waivers under any circumstance. To get out of this restriction, the UCM negotiated with the Chief Pilot Planning & Scheduling and offered them the Association's full support, provided that the restriction is waived. The Negotiation Committee is in the process of negotiating the said clauses and also some other non-favourable clauses to be removed/amended and very soon the re-negotiated Working Agreement will be finalized. The 31 waivers were never allowed by the Association and very soon the same would be reduced to minimum and the membership will be informed accordingly.

Flights with four landings at night or flights departing between 2200-0600 hrs with more than two sectors were never accepted by the Association and the confusion would also be rectified.

We are in the process of building our healthy and workable relationship with the management, which is based on mutual respect and trust with the sole objective of restoring the Airline's past glory.

I hope the above-mentioned clarification is to your satisfaction. You are requested not to believe in rumours and in case of a query, the Executive Committee, specially the President and the General Secretary are just a phone call away.

Thanking you,

Yours sincerely,



Capt. T. M. Rabbani
GENERAL SECRETARY